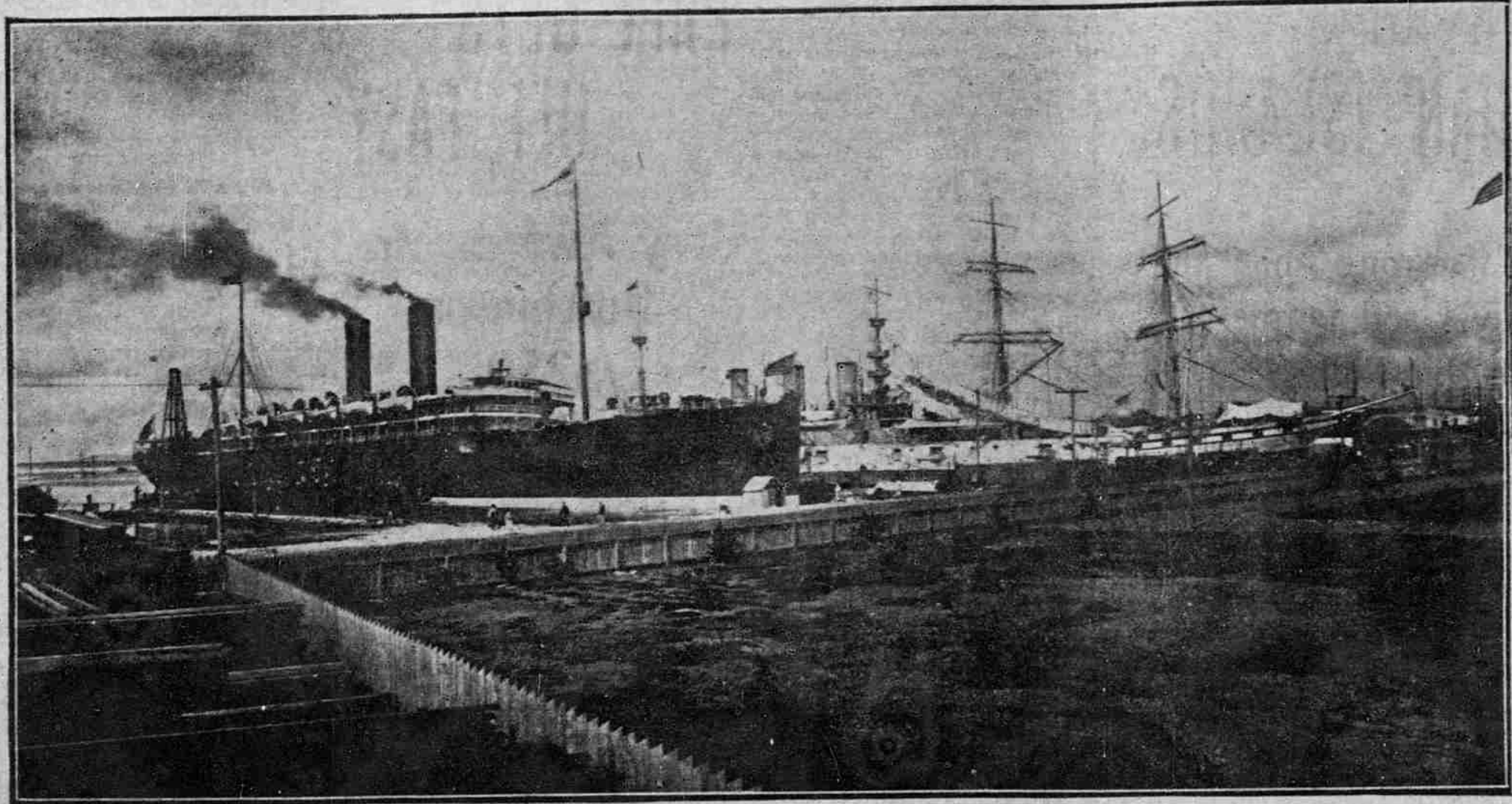


## UNUSUAL SIGHT OF THREE TYPES OF VESSELS AT THE NAVAL WHARVES



THE KOREA.

CRUISER NEW YORK.

FRENCH BARK VINCENNES.

The above photograph shows three types of vessels that are now berthed at the Naval Wharves.

### IF WAR SHOULD OCCUR KOREA WOULD BE HANDY

But Painted Ports of French Bark Hide no Guns and She Is Useless as a Fighter.

The many visitors who thronged the Naval wharves yesterday to see the record-breaker, the Korea, had an unusual opportunity for observing different types of vessels. The giant Pacific Mail liner filled the wharf and extended far beyond the outer end into the harbor, but the cruiser New York, one of the smartest of her class of war vessel, had ample room to berth herself in the big wharf, and also to permit the old style appearing French bark Vincennes to berth alongside of her and discharge coal.

"The Frenchman," said a naval man, "is an old style appearing vessel, but is thoroughly up-to-date as far as facilities for handling cargo quickly are concerned, yet the owners of that vessel have stuck to the old style of painting. At a distance she looks, with her painted ports, like an old sea fighter of a century back converted into a training ship, but a close inspection shows that the big black

painted square ports are not ports at all, but simply put on there for effect. The Frenchman dearly loved the old style of sea fighter, and to this day wishes his sailing vessels to look like them. It is very seldom, however, that one of these vessels can be seen. In the old days those craft were the bulwarks of a nation as far as war at sea was concerned. Today they are useless in war times.

"Everyone knows the fighting capabilities of the New York. She has proved herself, and is good for many smart naval fights yet, but she contrasts strangely with the giant mail liner. The cruiser is three hundred and eighty-four feet in length on the water line, while the mail steamer is 572 feet in length. Then the steamer also has a much larger bulk above the water line than the cruiser.

"People overlook the fact that such monsters as the Korea, staunch, speedy and sailing under the American flag, mean a great deal to the United States. Suppose a great war, more enormous than the world has ever seen, should break out with the yellow races. If the United States wished to hurl a few thousand men across the Pacific in the quickest possible time such vessels as the Korea and the coming Siberia would be of an immense advantage to us. Then owing to her speed, the vessel would make a good dispatch boat. Capable of carrying more than 7,000 tons of cargo, how many rounds of ammunition do you think could be stowed away in the hold of that vessel? Why, enough ammunition would go in there to supply a whole army for several campaigns."

One item concerning the Korea was noticeable to all. Although the vessel carried over a thousand people, with the exception of the money spent by cabin passengers, very little will be left in Honolulu. The warship alongside of her will leave some \$15,000 here, but the Chinese crew and passengers of the Korea have no opportunity to come ashore here to spend money. Their wages are too insignificant, anyway, to amount to much.

**Turk Condemns the "Orimps."**  
"I hope no one will imagine for a minute that I am associated with the gang of 'crimps' that have formed the sailor's 'trust,' said Frank Turk, the shipping master, yesterday, 'for I am not. I carry on a legitimate business, and captains recognize it as such. My business is an agent to secure men for a captain. I ask a reasonable fee, and get the men. I do not have any boarding house, and do not meddle with advance money paid to the men I secure. My financial relations are with the skippers only.' Turk has taken a strong stand against the crimps. He thinks they should go by the board, and that legitimate shipping masters should be allowed to conduct their business without the interference of the bullies who represent the boarding-house gang. Turk's ideas are those of most captains who desire to get good sailors, and not drunks who have been fed on swipes for a month or more before being taken aboard a ship.

### KOREA A FLOATING CITY ON THE BOUNDLESS PACIFIC

A Census Would Show 1,500 People Under Dictatorship of "Mayor" Seabury and Other Officers.

(The Dreamer.)

A realistic dream!  
"O, this is not a bad little town. I am the mayor. Suppose you know that. We have about 1,500 people residing here at present. Of course, we don't have any people in the town who have a grudge against their chief magistrate, because our population changes every week or so and if there are any dissatisfied ones they disappear as soon as this town is 'moored' alongside another town.

"If Captain Seabury, of the Korea, as 'mayor,' had made this statement he would have been speaking the truth, and if the skipper had taken his visitor around the 'town' there would be many sights for him to see, and it would require a long time for the 'City of Korea' has many homes crowded into her.

A visitor finds the wealthier class of people of the 'City of Korea' installed in magnificent little homes in the main portion of the vessel, residences constituting one great sky-scraper that extends from a depth of about 30 feet below the sea level to a height of about forty feet above water. The modern sky-scraper idea of the big cities has been closely adopted by the townspeople of 'Korea' and the people are in a measure socialists for their town is a social settlement. Everything in the matter of food is the same for all of the wealthier class—as they pool their money in the hands of the big company that owns 'Korea' and that concern feeds them and cares for them for a certain stipulated time, even providing servants, a band, and many other little luxuries.

But a half hour's walk away from the wealthier section takes one along little narrow streets, across long, broad promenades, down over steel terraces, and finally to the section of the city where hundreds of Japs and Chinese have temporarily taken up their abode. As one walks through the streets here he sees no gardens. Everywhere all available room is covered with mats, and Asiatics of high and low degree, of wealth and of poverty, are encamped. They told me that it was a healthy 'city,' and that so far no serious diseases have broken out within its confines. I went through this Chinatown of the 'city' at a late hour at night, and I can assure you that the sights were many. To be true there were no dives, but those who were not sleeping on their mats gathered around gambling, for the Chinatown of 'Korea' is a veritable 'Monte Carlo.' You could bet money up to any amount you wished, and three little dice, after a merry canter around the interior of a little cup and saucer arrangement, would show you that the Chinaman had won! You won occasionally, but these winnings could not possibly offset what you lost.

The Chinese children, especially the little girls, seemed as much interested in you as they did in the steel funnels that rose from the great furnaces that provide heat, power and light for the

town, or in other words, they cared nothing for you.

I wandered around in the city many hours. I found the mayor's office on the cosy upper portion of the skyscraper. He treated me kindly and made references to 'records.' At the time I thought that he referred to the ancient records of this peculiar city, but later I found that he meant something very different. In fact I half suspected that he had moved the town from place to place rapidly to escape turning over his taxes to the county government.

I visited the bakeries, the cold storage plant, the immense power plant in the lower portion of the town, and I even saw men shovelling coal right out of an entrance to a mine and piling it in red hot furnaces. All of the workers seemed to be Asiatics, and I found that no one among the white population, except the officials, worked in the town. I found a little place labelled 'Purser,' and inside a cosy office there was a man who had a record of all the vast amount of provisions used in the town, of all its townspeople, and of all the workmen. He had in addition to their names and ages a complete description of everybody. I left it, thinking that I had wandered into the police station of the town by mistake.

I wandered into the saloon, or bar, and found men drinking, just the same as in most any other town, and, strange to say, they were not talking politics. The men I noticed seemed to be wealthy enough to afford to drink.

I had seen a great deal. I thought I had learned of a model city. Then I tried to make my way out of the town. It was a long walk, but I finally found myself brushing past a United States customs officer.

"Fine town," said I.  
"You're full," he promptly responded, "that's a modern ocean liner. It's the record-breaking Korea."

I went back to the end of the wharf and sat down on a capstan. Finally I figured it out that the world must be changing fast.

### STAR SODA WORKS COMPANY

QUEEN STREET.

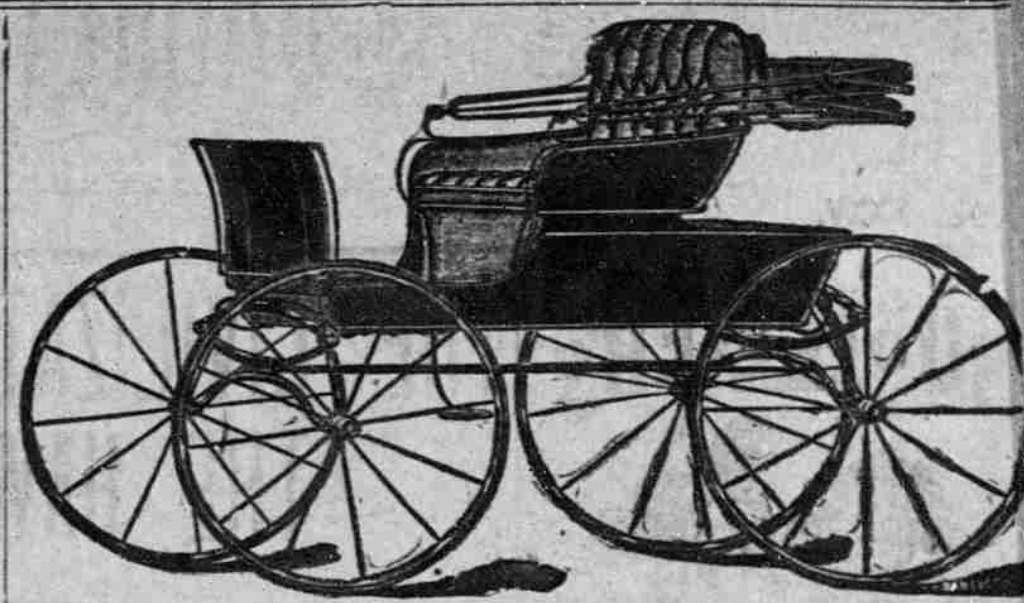
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Former Prices \$160. Now \$125.

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Clarets, from 50c a gallon up.  
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Imperial, Cal., Feb. 19th, 1902.

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The only objection I have found to it is the temptation to waste a great deal of time showing other people how simple a matter it is to fill the holder, and how beautifully and cleanly it works.

Very truly yours, E. F. HOWE.

Editor "Imperial Press,"  
Miamisburg, O.,  
Feb. 22d, 1902.

I consider the "Conklin Self-Filling Pen," the incomparable, ideal pen on the market of the world today.  
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